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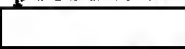
8 November 1963

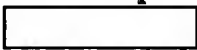
MEMORANDUM FOR: Assistant Director, OSA  
Deputy Assistant Director, OSA

SUBJECT : Summary of OSA Activities for Week Ending  
2 November 1963

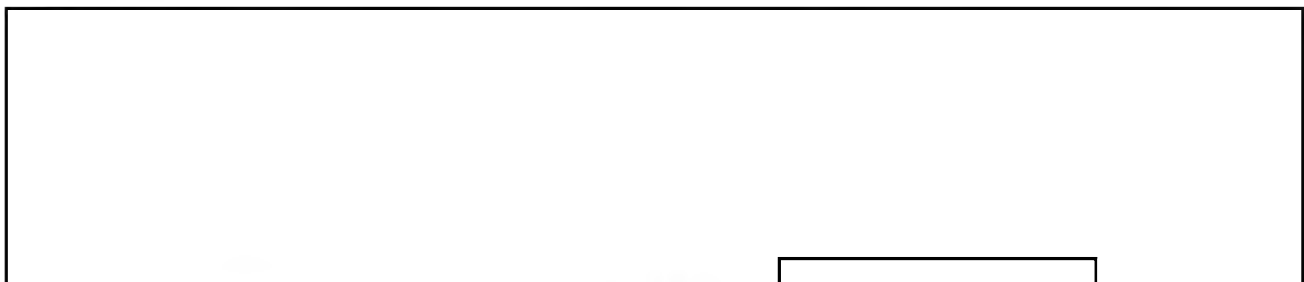
OX CART

1. New Inlet Control: Lockheed has designed a new electronic-type inlet control which was installed on Aircraft #127 for test purposes. The aircraft was flown at a maximum speed of Mach 2.62 and an altitude of 72,000 feet with this control installed. Initial results of this test were gratifying. Other tests will be run to confirm the initial findings. At the present time this control is planned as a backup to the Hamilton-Standard inlet control which is now specified in the current OXCART design.

2. Improved Plastic Fins: Static tests of a new configured plastic fin have been accomplished with successful results. Consequently, the present inventory of fins is being modified to the new configuration at  The first of these new fins was installed on Aircraft #130. The aircraft had not been flown at the end of this reporting period.

3. CIA J58 Aircraft: The second J58 powered OXCART vehicle (#127) was turned over to our detachment  The article has been flown by our pilots with operation reported as satisfactory.

IDEALIST



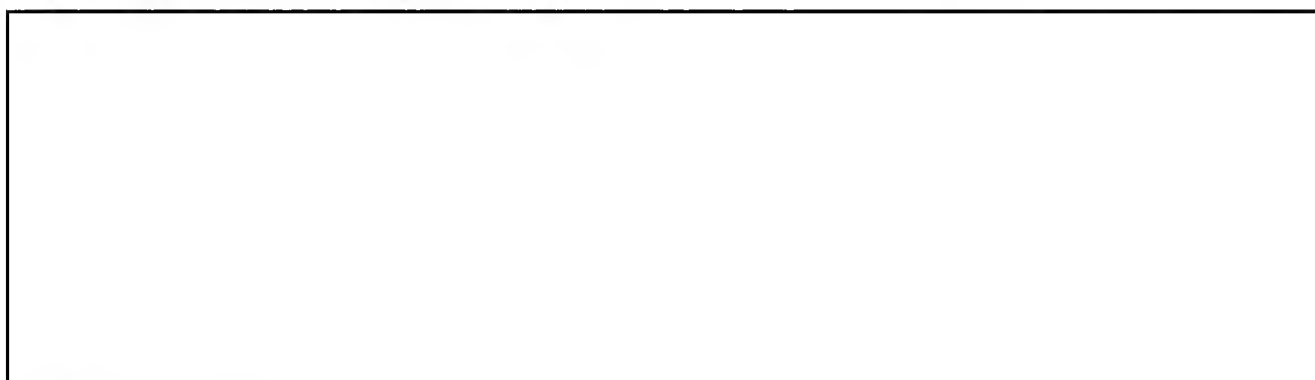
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2. Triple Prime Over Cuba: Aircraft #342 flew three BRASS KNOB missions over Cuba with the C Triple Prime camera. The aircraft has now been returned to the base at Edwards. The camera has been removed and sent to ITEK for inspection and analysis of its operational condition. The Triple Prime camera is now known as the 112A, and plans are in order to obtain four double convergent stereo camera systems with first delivery anticipated in four to six months.



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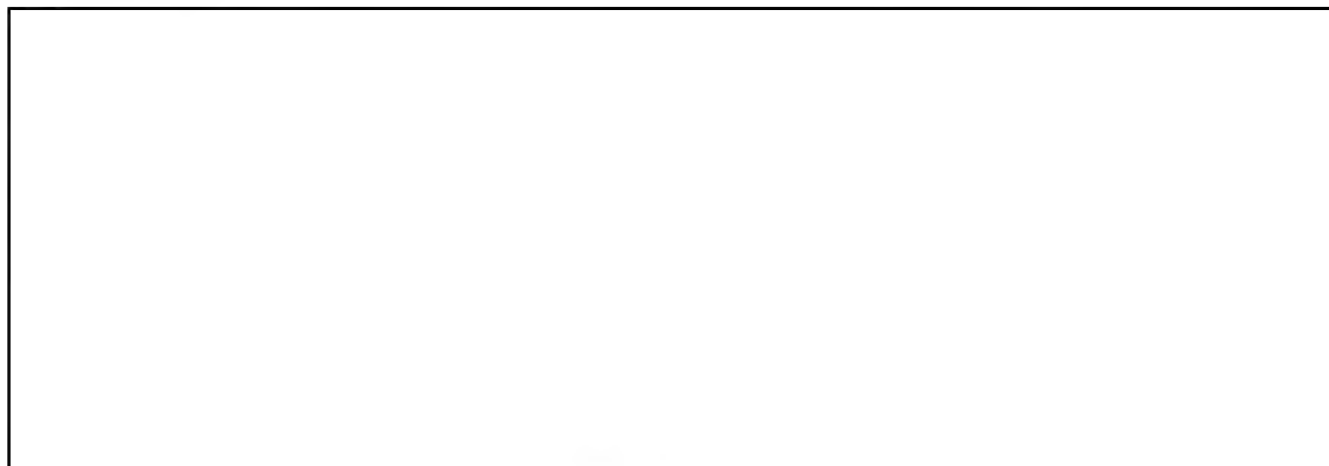
SATELLITES



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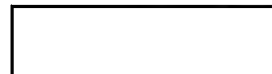
2. ARGON Mission 9059A was launched successfully at 1620E on 29 October. The payload was recovered successfully by air snatch on 3 November at 1939 EST. The capsule had a dry take.

GENERAL





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4. MURAL Camera Damage: MURAL camera #26 was damaged during a test, due to an error in powerline routing, and has been returned to ITEK for inspection and repair. This camera is the backup for the second MURAL flight. The impact of the damage on the satellite schedule is being evaluated. No flight slippage is anticipated based on available information concerning the malfunction.

5. Satellite Control Programmers: A meeting was held to discuss obtaining additional programmers in support of NRO programs. OSA Personnel Branch is making a survey to determine the implications of this requirement. It will make positive recommendations as to whether or not these additional people can be supplied from a CIA ceiling or whether they must be supplied from an Air Force roster. A final decision on this matter will be made based on the background factors known to higher management. In the meantime, support is being offered through interim actions covered by Security and temporary staffing.

6.  Aircraft: Based on the approaching operational date of the OXCART program, the Director, NRO, was requested to transfer the three uncommitted  aircraft to the OXCART program. This was done for several reasons, the most obvious of which are: (a) one aircraft is needed to replace the OXCART #123 which was lost during early development; and (b) the supply and maintenance program will be simplified by consolidating all similar aircraft under single management. Expeditious consideration and an affirmative response were requested.

7. NRO Briefing Material: A series of charts concerning the OXCART program has been completed by the OSA Operations Division. This briefing material was shown to Dr. Wheelon in a dry run and pronounced acceptable with a few minor changes. It is now ready to be given to Dr. McMillan at his convenience.

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